

LA CHAMPAGNE IN THE MUD.

THE BIG FRENCH STEAMSHIP ASHORE
IN THE NARROWS

SHE TOOK THE GROUND NEAR FORT LAFAY-
ETTE YESTERDAY MORNING IN A DENSE
FOG—HER PASSENGERS AND MAILS TAKEN
OFF—NOT LIKELY TO FLOAT UNTIL

IT WAS HARD LUCK AND DENSE FOG WHICH CAUSED the French steamer La Champagne to complete a voyage of 3,000 miles by running hard and fast aground in the Narrows yesterday morning. La Champagne left Havre for this port on April 29, and had a pleasant voyage until she got into the fog which hung about the entrance to the Bay yesterday. The fog lifted a little as the big steamer came in by the Sandy Hook lightship, and the pilot on board, James Keeley, decided to bring the vessel into port. He carefully proceeded through the channels, picking up the buoys all right until he got off the lower end of the West Bank. Then the fog thickened and the pilot saw nothing else until he saw the government wharf at Fort Hamilton loom up before him, and the steamer struck the bottom. It was 7:30 o'clock when La Champagne crossed the Bar and it was 8:15 when she struck the beach.

It was high water, and she went aground at a pretty good speed. There was a considerable shock when the ship struck, but there was no panic among the passengers, for they all saw at once that the shore was close at hand and that they were in the smooth waters of the bay. As soon as the long Government wharf appeared

through the fog the steamer was backed at full speed, but it was too late.

CUSTOMS AND HEALTH OFFICERS DO THEIR WORK.

When the fog lifted, later in the day, the Health Officer and the Custom House officials visited the steamer and passed the passengers. There were 329 passengers aboard. The cabin passengers were brought up to the city in the afternoon by a steamer sent down by the company. The mails were also brought up to the city.

Tugs and lighters were sent down, and it was hoped to get the steamer off on the evening tide. This was not done, however, as she was too hard and fast ashore. The work of taking out her cargo was begun, and as soon as she is sufficiently lightened she will be pulled off. All the afternoon crowds of people were on the shore by Fort Hamilton, watching with interest the novel spectacle of a big ocean liner stranded in the Narrows. A flotilla of small craft of every kind

Probably the Champagne never before excited so much popular interest in coming into port. The place where the Champagne lies is about 100 yards from the shore, between Fort Lafayette and the long Government pier. The bottom is mud, sprinkled with bowlders. It is not thought that the ship has received any serious damage. The Champagne is commanded by Captain Laurent.

THE PILOT'S STORY OF THE ACCIDENT.
Pilot Keeley, who was in charge of the Champagne when she went aground, is from pilot-boat No. 15. He said yesterday that he boarded La

Champagne about fifteen miles outside the light ship. It was foggy at the time. He made all his way up to the tail of the bank off Swinburne Island, the course being north by east, 35 east. He expected to see the next buoy at Craven's Shoal, east of Hoffman Island, at which point the course changes to north-northeast. The buoy was not seen, but, when he believed he had reached the buoy at Craven's Shoal, he ordered that course, expecting next to hear the bell on Fort Lafayette.

The bell at Norton's Point, Coney Island, was heard, but no other was heard, and his next intuition of a change of position came when the end of the Greenough was sighted. At Fort Hamilton appeared through the fog.

At the time the steamer struck Captain Laurent, Chief Officer Jagueneau, Second Officer Davre and third officer Rotte were on the bridge with the pilot.

As soon as the officers saw that they were going ashore the signal to reverse the engines at full speed was given and one of the anchors let go with the hope of stopping her headway. Her momentum was so great, however, that the chain cable of the anchor was broken, and be-

fore the effect of the reversed engines could be felt the mischief had been done. At low tide yesterday the propeller blades of the big steamer were partially out of water, so far is she up on the beach. The officers of the ship and the

officers of the company do not think there is any doubt but that the steamer will come off with this morning's tide. All last night the lights shown brightly on the steamer, and the noise of the stvedores transferring the cargo to lighters came over the waters.

The stowage passengers will be taken on this morning. About 9 o'clock an attempt will be made to pull the big steamer into deep water.

The Champagne is a four-masted screw steamer of 6,985 tons gross register, and was built at St. Nazaire, France, in 1886.

HER CABIN PASSENGER LIST.

Her cabin passengers on this trip were:

The Rev. Father Kuslacki, M. Willard,
Mrs. W. B. Lawson, Miss Z. Weber,

Mrs. Lozier, Mrs. Z. Z. Z. Z.
Mrs. A. Levy, Mrs. D. Zaninetti,
W. B. Lawson, C. P. Armstrong, jr.,
Mr. Lempereur, Count d'Ahemar de Cran-
sac,
Mrs. A. Livingston Mason, The Countess d'Ahemar
Miss E. Livingston Mason, de Cransac,
Miss Livingston Mason, Raoul d'Ahemar de Cran-
sac.

Alain Le Moine,	Robert L. McMillan, Esq.
E. C. Moore, Jr.,	sac,
Mrs. Menager,	Mr. Barbarin,
Mr. McMeilan,	Mr. Balas,
Miss A. Perreault,	Mr. Brock,
Viscount de Peuffelhous,	H. J. Crump,

Jean Philippe,	The Rev. Mr. Cotton,
J. V. Quirin,	Mr. Chabal,
R. Roca,	Achille Dreyfus,
Mr. Roca,	Bourdie Ernest,
Miss H. de Roeh,	Miss Edwards,
Rousset,	Captain Franquet,
Miss Ritha Rosembusch,	Alexandre Farah,
Miss Clara Rosembusch,	Miss Fischer,
Mr. Saudinos,	Mr. Frazer,
Mrs. J. Gregory Smith,	Mrs. A. G. Fisher,
Miss A. B. Smith,	A. Grossmanns,
Bradlee Smith,	The Rev. H. G. Garcia,
Mrs. Bradlee Smith,	The Rev. Mr. Gavalda,

Heinrich Schmitt, Paul Glotin,
R. G. Stevenson, Albert Grossmann,
M. Schinasl, Mrs. E. J. Hartshorn,
The Rev. Mr. Servais, S. Hamilton, jr.,
R. B. Thompson, Miss C. Hossenlopp,
Mrs. Thompson, Miss E. C. Hanna,
Miss Thompson, M. H. Isaacs,
Miss Thompson, Mr. Isaacs.

Miss Adelaide Thornton, Mr. Isaacs,
Miss Luella Thornton, Mrs. H. R. James,
Mr. Trotter, Otto H. Kraft,
R. de Thoury, Mrs. Ellse Kobstadt.
Mr. Verillon,

New-Orleans, May 8.—Congressman Wilson, chairman of the Ways and Means Committee, who has been enjoying the hospitality of Louisiana sugar planters for two weeks, under the guidance of Congressman Andrew Price, to-day took a ride about the city to view the points of interest. Ever since his return from Mexico Mr. Wilson has manifested a marked aversion for newspaper men, and the most strenuous efforts have failed to elicit an interview from him on political questions. Yesterday a steam-

He took him a party to the jail. Wilson succeeded in returning this morning. A reporter who was present in getting a talk with him said: "Mr. Wilson does not believe that there will be another tariff agitation until the present one is over for at least four years. Mr. Wilson has no doubt that the Wilson bill will pass the Senate and House, and believes that Congress will adjourn not later than July 1. As to the amendments, he said he did not know what amendments would be made in the Senate, as there are six weeks of the history of Congress of which he knows nothing." "Very likely," he said, as soon as he returns to Washington, while he is waiting for the Senate to send the bill over to the House, Mr. McKinley will make in the Senate, he said, but he does not know how many have been made to the Wilson bill.

Taking the boat, Mr. Wilson said that he would do all in his power for the sugar industry. He did not specify just how he would do it, but he did say that he would displace the proposed sugar convention, saying that it could result in no good at all to the planters, and might do them a great deal of harm.